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[a2183]

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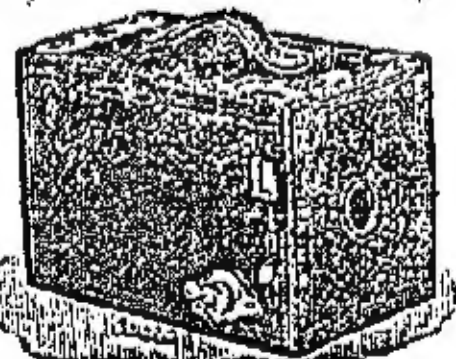
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[3]

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The Daily Press

HONGKONG OFFICE: 14, DES VŒUX ROAD, CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, SEPTEMBER 22ND, 1904.

Few things are more remarkable than the  
different aspects in which the course of  
trade in the Far East presents itself to  
different minds according to whether the  
point of view is taken from a commercial or  
merely trader's stand. More especially is  
this the case with regard to Japan. Nothing  
is more common than to hear that the trade  
of Japan is, as far as at least as British  
interests are concerned, "ruined"; nothing  
to the student of statistics seems clearer  
than that trade is continually on the in-  
crease. Both are probably true, and the  
explanation is to be sought in the difference  
of the point of view adopted by each. Seen  
from the position of the local trader it is  
quite true that the trade of to-day is by no  
means so profitable as in the good old times,  
when a very large share was centred in the  
hands of British merchants on the spot; and  
probably fewer actual residents can now  
find a profitable living in the seaports; but  
in the view which presents itself to the  
British producer as most natural—and more  
especially to the British shipowner—the  
trade has been eminently satisfactory. So  
far the case would seem to be readily under-  
standable, yet the reviewer who would go  
deeper into the matter would discover  
things which are hardly reconcilable with  
either. In 1893 the value of imports from  
Great Britain, which had been steadily  
rising from year to year, stood at 28 million  
yen; in 1897-98 it had grown at a bound to  
an average for the two years of 64 millions;  
in the next four years it had declined to  
less than 49 millions. Such extraordinary  
fluctuations surely denoted some unwonted  
disturbance. The causes of this had been  
long at work. When Japan was first opened  
to foreign intercourse a large amount of  
gold was in circulation, and gold was

valued, weight for weight, at under twelve  
to one. As elsewhere, the ratio even then  
stood at about twenty to one, and silver was  
continually falling in the markets of the  
world; the natural consequence was a con-  
tinual drain of the more valuable metal.  
The result was practically national bank-  
ruptcy; which was staved off for the time  
by enormous issues of paper money. At last  
notes became a drug on the market, and fell  
to a discount of some sixty per cent. With  
the perseverance characteristic of the nation,  
the statesmen of the day threw themselves  
into the task of restoring the credit of their  
country. They knew little of international  
finance, and made many blunders; but they  
persevered, and gradually affairs began to  
mend. Then a few saw that without a gold  
currency the country could not stand along-  
side Europe, and, cost what it might, they  
determined to alter the entire system. In  
1897, after the successful issue of the war  
with China, but against a strong opposition,  
the Currency Bill was passed. It had been  
foreseen that a large import of gold was  
necessary, so the Government contracted a  
large loan, and we find some seventy million  
yen in gold imported. The change in the  
currency was effected; but an unexpected  
result followed; the old silver coinage called  
in was partly reissued in subsidiary pieces,  
but more than half, some 48 million yen,  
were sent over to China and there disposed  
of as bullion. The people were, however,  
by no means disposed to accept the gold  
coins, and an immediate exodus took place.  
This took the shape of enormous purchases  
of foreign goods, apparently without much  
regard to quality, with the result that in  
the two years 1897-98 the excess in value  
of imports over exports rose to the sum of  
168 million yen. The new specie currency  
practically disappeared, and was almost  
absolutely replaced by paper. This in-  
crease of imported goods was by no means  
confined to Great Britain, and we find it  
shared in almost greater proportion with  
Germany, Belgium and the United States.  
Of these the two last have continued to  
maintain the advantage gained, Germany  
showing some slight disposition to slacken.  
But the sudden disappearance of gold, and  
the sudden influx of foreign commodities of  
every description, had other effects, the end  
of which is not yet apparent, and one of the  
chief of these was the stimulus given to  
home manufacture. It was evident that  
the strain on the finances of the country  
implied by the enormous excess of imports  
could not long be maintained, and with  
characteristic energy the Japanese applied  
themselves to producing similar goods at  
home. Japan had always been an industrious  
country, and during her long isolation had  
contrived to supply her wants from home  
sources; she was therefore no novice in the  
task, and set to it with characteristic energy.  
The change, not yet completed, is one  
of the most remarkable on record.  
In 1893, for example, her exports to China  
had been under 24 million yen; in ten years  
they had grown to 95 millions. Although  
China was the chief customer, she was  
followed closely by others. During the  
ten years her exports to the United States  
trebled from 27 to nearly 83 millions, and  
with Europe her exports of silk, raw and  
manufactured, developed in almost similar  
proportion.

The outcome of all this is that Japan is  
herself determined to become a potent factor  
in the commerce of the world, and is by no  
means prepared to sit still while others  
appropriate the entire profits of her trade.  
Seen from the narrow field of view of the  
mere local merchant, this is a very repre-  
hensible course to take, and so we have been  
treated almost ad nauseam to stories of the  
ruin of trade. Already we hear these nar-  
row-minded prophets crying out against  
Japan's intention of clearing Manchuria  
from the paralysis of Russian occupation.  
True, they tell us Japan will increase the  
trade, but what is that to us? We can  
make more money out of our petty dealings  
with the Russians, who being no traders  
themselves put all the pickings in our way.  
This is of course not the proper nor the  
international way to look at the subject.  
Great Britain as a nation palpably made  
more out of the trade of 1903, amounting to  
50 million yen in value, than she did in  
1893 out of an annual export to Japan of  
twenty-eight million yen. But we have to  
take a still wider purview to comprehend  
the real advantage to the nation. Ten years  
ago the imports of Japan from India  
amounted to under 8 million yen, in 1903  
they amounted to close on seventy. Did  
Britain herself derive no benefit from the  
enormous sum of money thus thrown into  
her great dependency's lap? This is the  
way in which these fluctuations of trade  
must be viewed by the economist. The

individual may make more perquisites out  
of the petty barter trade of an aboriginal  
continent; the nation finds infinitely more  
profit in the commerce of a progressive  
colony. Each is right from his own point  
of view, but each point of view is not equally  
profitable to the nation at large.

Yesterday's plague return: nil.

The Chinese gunboats *Kieong Yek*, *Chai  
Tang* and *Chun To* have arrived from Canton.The first examination of candidates for  
pilots' certificates will be held next Tuesday.The American Line, a unit of the Shipping  
Trust, is now carrying passengers from Liver-  
pool to Philadelphia for 39/-.Home papers report that Sir Thomas Lipton  
has decided to issue a fourth challenge for the  
America Cup.The number of recruits for the Volunteer  
Reserve Corps now amounts to about 100.  
Arrangements are being made for forming a  
band.H.M. cruiser *Tribune* has annexed Aves  
Island, and has hoisted the British flag there.  
Aves Island is a small barren islet in the east  
of the Caribbean Sea, 140 miles west of Dominica.The record generally is a fairly satisfactory  
return, and evinces the continued prosperity of  
the port. That is how the *L. & C. Express*  
speaks of the Hongkong Blue Book for last  
year.The Commander-in-Chief of the German  
Asiatic Fleet is offering ten thousand marks  
to anyone discovering the missing attaché,  
Lient. Gilgenheim, who left Port Arthur in a  
junk.A private letter from Newchwang received  
in Peking stated news had reached that port  
to the effect that Kuropatkin was seriously  
wounded in the battle of Lianyung. The  
Japanese at Newchwang were celebrating the  
victory, says the *P. & T. Times*.The Select Committee of the House of Lords  
on the Chantry Trust is of opinion (says the  
report) that too exclusive preference has been  
given to pictures exhibited at the Royal  
Academy. The trustees of the bequest (for  
purchasing pictures for the nation) were mostly  
R.A.s.A New York correspondent states that the  
largest and most important naval station in the  
Western hemisphere is to be established at  
Panama by the United States. In this fact  
lies the significance of the dispute between the  
New Republic and the United States in regard  
to the canal zone.In Hongkong, the "break" has been  
favouring umbrellas of late. At Shanghai,  
according to the *Mercury*, there seems to be a  
mania for foreign hats among the lower class of  
natives. Pilfering is practised in divers ways,  
but hardly in a more annoying form than in  
the annexing of one's hat from the stand in the  
hall.Among local improvements at Wanchow may  
be noted, says Mr. Mortimore in his report for  
1903, the establishment of a soap factory at  
Wanchow by a Chinese who obtained the neces-  
sary knowledge in Japan, and of a small factory  
at Tai Chow, where towels are made after  
Japanese style from yarn manufactured by the  
Ningpo cotton mills. Owing to the compara-  
tive cheapness of both products they are obtain-  
ing a ready market.Further correspondence relating to Chinese  
labour in the Transvaal is officially published.  
In one place Lord Milner says to the Colonial  
Secretary: "It is, of course, needless to add  
that no permanent economic results are to be  
expected from one, or even several, shipments  
of this size. But I consider that the experi-  
ment has so far been sufficiently satisfactory  
to justify our making every effort to secure a  
steady stream of indentured labourers from the  
same source."While giving evidence in a civil case before  
Mr. Justice Sargant Smith, a Chinese witness  
was asked in examination where his wife was.  
"In the country," he replied. Then he was  
asked if he knew a woman sitting in Court, and  
he answered that he did; she was his sister-in-  
law. The Judge asked the woman where  
her husband was, whereupon she pointed  
to the man in the witness-box and said he was  
her husband. The lying husband was sent to  
prison for 21 days for perjury.A happy guess, or prophecy, however it is  
regarded, was made by a Home paper last month.  
Part of it says: "General Kuropatkin will be  
defeated at Lianyung or somewhere between  
that and Mukden. The defeat will either be a  
disastrous rout or will consist of a series of  
defeats followed by constant retreats, according  
as General Kuroki succeeds in effectually cut-  
ting off his retreat or not, and Mukden will fall  
into the Japanese hands. In either case the  
remnants of the Russian army will continue  
the retreat northwards to Harbin."Credit for the conception of the most daring  
of Sir William Garstin's proposals—that to  
cut a new Channel for the Nile for a distance  
of 216 miles—is due to Mr. John Stuart Desor-  
ford, C.I.E., late Inspector-General of Irriga-  
tion, India, to whom Sir William acknowledges  
his indebtedness. Mr. Desorford has thirty-  
seven years' experience to guide him, having  
joined the Indian Public Works Department  
in 1867, five years before Sir W. Garstin  
entered the same department. As Chief Engineer  
in the North-West Provinces and Oudh, and  
also in the Punjab, he has been very largely  
concerned with irrigation projects.A V.R.C. scratch four-car race, for which  
five teams have entered, takes place on the 15th  
of next month.A coolie employed at the Quarry Bay Ship-  
yard died at hospital from injuries said to be  
received at the yard. An inquest has not yet  
been held.A meeting of those who have sent in their  
names for the Hongkong Volunteer Association,  
H.E. Sir Matthew Nathan presiding, will be  
held at the City Hall to-morrow at 5.30 p.m.Our attention has been called to the number  
of street hydrants that the P.W.D. allow to  
run, wasting water. If a private individual  
is discovered to be thus wasting water, a pro-  
secution follows.Shareholders in the Steam Waterboat Com-  
pany and Hongkong and Kowloon Wharf and  
Godown Company are reminded of the  
Extraordinary General Meetings which are to  
take place to-day at 12 noon and 12.15 p.m.  
respectively.Reports from South Africa show that the  
Chinese coolie labour is satisfying the mine-  
owners, who say the Chinese are far superior to  
the Kafirs. In the Johannesburg district the  
opening for some 900 whites of the wandering  
class is gradually closing, but these will not be  
displaced altogether, though they will never  
become useful workers.The anti-kissing crusade at Atlantic City still  
continues. Several couples were caught at it on  
the beach recently, and a man who thought  
it a convenient time and place for embracing his  
wife was fined £2, being told that he should set  
a better example. Policemen now keep watch  
on the bathers, to see that the law against  
kissing on the beach is respected.From Ningpo news comes that permission has  
been obtained from the Taotai at that place for  
the installation of a large electric lighting plant  
which will supply 4,600 lights. A company  
has been floated and half the capital of 100,000  
taels is represented by the International  
Commercial Co. and the other half by Chinese.  
The building is already in course of erection,  
and the machinery, which is of the latest pattern,  
and furnished by the New York Import and  
Export Company, is on the way out. The  
whole work, it is expected, will be completed  
in about four months.We have received the "Report of Proceed-  
ings" for 1903-4, of the Royal Colonial  
Institute, edited by the secretary, and issued in  
strong cloth binding, by the Institute. The book  
contains papers on "Malasia in India and the  
Colonies," "Queensland," "Our Fiscal System,"  
"Fijians and their firewalking," "Australia,"  
"Ceylon," "East Africa," "Canadian Ques-  
tions," "Federation and the Mercantile  
Marine," "West African Railways," "The  
Sudan," and "Newfoundland," &c. &c., with  
reports of the subsequent discussions. There  
are also records of meetings, reports, lists of  
members' names, indexes, &c., of interest to  
members. The present volume contains nothing  
of immediate local interest.Some humorous stories are being told about  
the Scottish Church crisis. A correspondent of  
the *Scotsman* tells how a Scottish gentleman  
was engaged in the hopeless endeavour to explain  
to an English lady the distinctions between the  
Free and the United Free Kirk. A sports-  
manlike man came to the rescue. "A friend  
of mine who had a shooting in Ross-shire," said  
the new comer, "asked the same question that  
the lady has asked of his gamekeeper, who was  
a great light in one of the kirks. 'What,' he said,  
is the difference between the Free and the  
United Free? 'After some long palaver from the  
keeper, he said, 'John, give me the actual  
difference in a simple form.' 'Well, sir,' said  
John, 'if you want it plainly, it is this, we'll all  
be saved and they'll all be d—d.'"At the request of the International Postal  
Telegraph and Telephone Clerks' Christian  
Association, which has met half the cost, the  
Bible Society's agent at Shanghai has distrib-  
uted a thousand Chinese Bibles and Testaments  
among postal clerks in China. With every  
book, which was done up and addressed sepa-  
rately, a letter was enclosed in English and  
Chinese, stating that "the post office clerks,  
and postmen of Great Britain and Ireland feel  
towards you a warm and brotherly spirit. We  
would ask you to read this book, and we desire  
to point you through its pages to Jesus our  
Saviour." Already a number of most interest-  
ing letters have been received from some of  
the recipients of these books, including most  
appreciative acknowledgments from Confucian  
scholars and others. The majority of the clerks  
in the Imperial Post Office have gone through  
the Anglo-Chinese school, and are amongst the  
more intelligent men of China.Mr. Johnson, light-house keeper, has made a  
rough sketch of a fish "seen near Gap Rock on  
the 8th instant at 10 a.m." He describes the  
animal as yellow, with large, irregular, black  
splashes. As seen, twenty yards from the  
Rock, and about two feet below the surface, it  
appeared to be very flat in shape, the plane of  
the tail being parallel with the surface. It  
seemed to be about nine feet long, a foot broad  
across the shoulder, and had six side fins,  
about nine inches long. There was no  
dorsal fin. After loitering in one place for  
about a quarter of an hour, it swam away  
westwards. Careful as the observation seems  
to have been, we do not think naturalists should  
record a new species, or bather's fear sharks.  
We cannot help being struck, however, by the  
resemblance of the local variety to *Polyodon  
spatula*, the "spoonbill sturgeon," referred to  
by naturalists as found in the Mississippi valley.  
That has four prominent side fins and the  
horizontal tail.

The French cruiser *Decartes*, to replace the  
*Pascal* in the Far East, commissioned at  
Toulon, was to leave about Sept. 1, escorting a  
fleet to Saigon and Madagascar. The fleet  
includes two new destroyers, the *Sabre* and  
*Francoeur*, which have just completed their  
trials at Toulon. These two boats and six first-  
class boats are intended for the mobile defence  
at Saigon. Four other first-class boats intended  
for Diego Suarez will be detached from the  
fleet at Jibuti, and will proceed to Madagascar  
under the escort of the *Infernet*. The cruiser  
transport *Foudre*, which has just returned from  
Saigon, will take on board two submarines and  
some vedette torpedo-boats. There will thus be  
in 1905 a respectable mobile defence at Saigon.

Our method of spelling "Reshitelini" we  
derived from Brassey's "Naval Annual." There  
were so many different forms that we  
were glad to follow some definite authority.  
A correspondent writes to *The Times* approv-  
ing the spelling "Reshitelini" for the name of  
the destroyer, in preference to the spellings  
"Reshitelini" and "Reshitelini." The last  
spelling is probably due, he says, to the influence  
of French transliteration of Russian names, as  
the French transliterate Russian *sk* by French  
*ch*. Some Englishman probably has imagined  
that the *ch* in "Reshitelini" had the value of *ch*  
in the word "church," and hence may have arisen  
the spelling "Reshitelini." The Russian name  
signifies "decided," "resolute." The ship is  
not so large as the Russian *t.b.d.*'s last sent out  
to the Far East. These are each 350 tons with  
engines of 6,000 h.p.; while the displacement of  
the *Reshitelini* is only 220 tons, and her engines  
3,800 h.p. With regard to the spelling of the  
name of the admiral who was killed by a shell  
on board the *Crogonitch*, the Russian form is  
Vitzgoph, which in its turn probably represents  
the Russian transliteration of the German name  
Witzgoph. The Russians always transliterate  
German *o*, or *oe*, by *e*; thus of the name  
"Goethe," the Russians make "Gete." With  
regard to the transliteration of the other letters  
in "Witzgoph," there being no *v*, no *h*, and no *f*  
in Russian, the Russians have represented those  
three letters by *g*, *z*, and *ph*, and thus arrived at  
"Vitzgoph."

## WATER POLO.

At the V.R.C. pond, Kowloon, a water-polo  
match was last evening played between the only  
two teams entered in the Royal Garrison  
Artillery Water Polo Cup competition. It  
was 80th Co. v. 78th Co. The 80th Co. was  
represented by Gunners Longman (capt.),  
Lazenby, Medham, Sewell, Penny, Fisher and  
Powell (goal); while those who played for the  
78th Co. were Gunners Sheahan (capt.), Mooney,  
Downie, McDonald, Carmichael, Kinsella and  
Doyle (goal). The 80th Co. won by 5-0. A  
return match will be played on Saturday.

## THE FORTHCOMING GYMKHANA.

There has not been regular galloping, owing  
to the inclemency of the weather, and the heavy  
nature of the course. The pony that shows  
most promise so far is Mr. G. C. C. Master's  
Grafton; yesterday morning, on a very heavy  
course, he did the 11-mile in less than three  
minutes, finishing very strongly. Considering  
that the course was under water, that the  
pony was carrying probably 1500 lbs. overweight,  
and that it also had a sweating hood, the per-  
formance must be considered a good one. No  
ponies have yet started to practice for the hurdle  
race, as the hurdles are not yet up. The dis-  
tance handicap promises to be a very amusing  
event, as anything may enter—horses, ponies,  
males and donkeys. Already a great variety of  
animals have been seen on the course, presuma-  
bly training. A mule, a donkey, and two small  
ponies, the breed of which would be hard to  
decide, are amongst the bunch. One of the  
latter could certainly trace its ancestors back to  
the donkey. Regarding the Challenge Cup,  
Desert King seems to be going very strongly,  
as also is Ca Cammy. The race should lie be-  
tween these two. The 3-furlong flat race is a  
very open affair. Any pony that gets away  
with the lead ought to win it.

## CARBINE COMPETITIONS.

The Left Half No. 2 Company H.K.V.A.  
commence their winter Carbine Competitions  
at Taihang Range this week. The first two  
meetings will be of a preliminary nature, to  
enable the Committee to classify the members  
and adjust the handicaps.

A circular has been issued to the members  
setting forth the regulations for the com-  
petitions. Several prizes are offered for  
competition, and one of the company officers  
has also intimated his intention to present a  
spoon to each man who shoots for the sub-  
division which obtains the highest aggregate  
in the preliminary shoots.

This ought to encourage a large attendance  
at the range, and the officers, and N.C.O.'s  
hope that the members will muster as strong  
as possible. A large number of new men have  
joined this company since the commencement  
of the present drill season, and several of these  
ought to be heard of during the coming season  
in connection with the company's marksmanship.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued  
the following report:—  
On the 21st at 11.30 a.m. The barometer has  
risen slightly in the neighbourhood of Formosa,  
Channel and fallen, also slightly, at all other  
stations.  
The greatest pressure lies over N. China and  
the least in the Pacific, eastward of Formosa.  
Gradients are moderate on the China Coast,  
and moderate N.E. winds will prevail in the  
Formosa Channel, and moderate E. to N.E.  
winds in the northern part of the China Sea.  
Forecast:—Moderate E. to N.E. winds, fine.

## THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

## FURTHER BOOTY.

Tokyo, 20th September.  
General Kuroki reports that he captured  
200 tons of coal and 6,250 metres of trolley  
rails.

[REUTER'S SERVICE.]

WAR CORRESPONDENTS'  
GRIEVANCES.

LONDON, 19th September.  
In consequence of the recent friction  
between the Military authorities, Foreign  
Attachés, and Correspondents, General  
Yamagata has telegraphed to Marshal  
Oyama hoping that so long as military  
secrecy is not infringed, they will be treated  
with frank and candid consideration.

## INTERNATIONAL AMENITY.

LONDON, 19th September.  
The *Times* says that in spite of *démarchés*  
there is good reason to believe in the general  
accuracy of its statements regarding a  
Russo-German understanding.

## RUSSIAN REAR-GUARDS AT WORK

LONDON, 19th September.  
General Kuropatkin reports that Generals  
Reckenkamf and Samsonoff are conducting  
important reconnaissances, and there has  
been fairly heavy fighting with numerous  
casualties.

THE GALLANT TWENTIETH  
REGIMENT.

Tokyo, 14th September.  
At the battle of Lianyung, the Twentieth  
Regiment was the most daring. The com-  
mander of the regiment, as well as the commanders  
of all the battalions of the regiment, were either  
killed or wounded. A captain took command  
of the regiment and stormed the enemy's  
deploying line and dashed into the enemy's forts  
and captured the same amidst cheers and  
"Banzai" which during fast cost the regiment  
1,200 officers and men killed and wounded.

HONGKONG "TERRIBLY  
INSANITARY."

On the third reading of the Appropriation  
Bill in the House of Commons last month, Mr.  
Weir, in giving a long list of grievances, called  
the attention of the Colonial Secretary to the  
terribly insanitary condition of the Chinese  
houses in Hongkong, and went on to impress  
on the Under-Secretary for Foreign Affairs  
the importance of getting rid of the obstructions  
in the Canton river and of requiring fuller  
reports from our Consuls in China and Japan.  
Mr. Lyttelton regretted that in the absence  
of notice he could not answer inquiries by the  
hon. member for Ross and Cromarty regarding  
certain Chinese residents in Hongkong.

## THE MANCHURIAN QUESTION.

The Chinese Government is determined to  
take back the Manchurian provinces, but the  
Japanese Government has declared that if  
China really desires to take over the provinces  
captured by Japan, the former must be ready  
to hold them with at least four Army Corps of  
disciplined troops properly provided with  
modern guns and ammunition. If China be  
not able to provide such a force then Japan  
must hold the provinces for the time being on  
behalf of China, the latter to pay all expenses.  
The *Universal Gazette* says "the Central  
Government is now considering the above  
matter, and it is our opinion that the upshot of  
it all will be that the Japanese will be asked  
to hold the three provinces for China until the  
latter shall be able to put a large force in the  
field capable of holding them against all  
comers."

## NAVAL NOTES.

## TORPEDO-BOAT MISHAPS.

In Portsmouth on the 18th ult. torpedo-boat  
66 ran into the destroyer *Zephyr*, and inflicted  
serious damage. Within the last few months  
the following mishaps have occurred to British  
torpedo-boats and destroyers:—  
April 13.—*Tower* (destroyer), collided with  
Hawker wall. Hole in port side below  
water line and plates damaged.  
April 22.—*Lozen* (destroyer), collided with a  
steamer ferry bridge at Devonport. Bow  
plates split.  
May 16.—*Hart* (destroyer), collided with Chinese  
launch at Hongkong.  
May 23.—*Racehorse* (torpedo-boat), collided with  
steamer *Abdon* off Dover.  
May 28.—*Foam* (destroyer), collided with a  
French schooner off the Balearic Islands.  
Bows stove in.  
June 13.—*Success* (destroyer), so damaged in  
unexplained accident that another destroyer  
had to be substituted in the King's  
escort to Kiel.  
June 17.—*Sparrowhawk* (destroyer), struck an  
unmarked rock at the mouth of the Yang-  
tze Kiang, and sunk in eight fathoms of  
water. Broken broken.  
July 17.—*Haghty* (destroyer), run into by  
steamer off Harwich. Deep rent in side.  
July 20.—Three torpedo-boats of the Midway  
fleet put back to Sheerness with pre-  
sumed damaged by wreckage.  
July 23.—*Jasen* (destroyer), struck on Tuks  
Recke, Weihaeiwei. Bows buckled, damage  
amidships.







## NOTICE

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

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Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 32. Telephone No 12.

## NEW ADVERTISEMENTS

**THE RUSSO-JAPANESE WAR: ENGLAND'S RESPONSIBILITIES.**

By a Neutral Second Edition. Price 6d. Of all booksellers and the publishers, S. SIDGERS & CO., 17-19, Ball Street, Kensington, London, W.

**LIEUTENANT LAWRENCE STANLEY BIDEN, R.N.**

Deceased.

**ALL PERSONS** having claims against the estate of this Deceased, who died at Chungking, China, on the 5th July, 1903, are requested to send particulars therewith to the undersigned:

Dated 19th August, 1904.

**BLAKE, REDD, & LAPHORN,**

Victoria Chambers, Portsmouth, England.

Solicitors for the Administrator of the Estate.

**TO LET.**

**NO. 1, CANTON VILLAS, Kowloon.**

Apply to—

**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**

Hongkong, 22nd September, 1904.

**ON a lease for a term of years, FOUR DOUBLE CHINESE HOUSES at Mong Kok Tsi, With Possession from 1st October, 1904.**

For further particulars, apply to

**THE SECRETARY**

Humphreys' Estate & Finance Co., Ltd.

Hongkong, 22nd September, 1904.

**THE CLIFFORD-WILKINSON TANSAN MINERAL WATER CO., LD.**

(To be incorporated under the Companies Ordinance of Hongkong 1865 to 1890).

CAPITAL ..... 500,000 Yen in 5000 Shares of Yen 100 each.

For Prospectus, apply to

**THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA;**

and

**THE INTERNATIONAL BANKING CORPORATION,**

or their Correspondents.

Subscription lists are open for twenty days.

Hongkong, 22nd September, 1904.

**PUBLIC AUCTION.**

**THE** Undersigned has received instructions, to Sell by Public Auction,

**ON SATURDAY,**

the 24th September, 1904, at 2.30 P.M., at his

**SALEROOM, QUEEN'S ROAD,**

**LADIES' DRESS MATERIALS, SILKS, FLANNELS, WHITE SHIRTINGS, HOLLAND, WOOL SOCKS, and HATS;**

**GENTLEMEN'S SUIT LENGTHS and COATINGS;**

Also

**AN INVOICE OF WATCHMAKERS and JEWELLERS' TOOLS and MATERIALS;**

**ONE PLAT MILL MACHINE;**

**ONE PAIR TELEPHONES;**

&c. &c. &c.

**TERMS OF SALE—As Customary.**

**V. I. REMEDIOS,**

Auctioneer.

Hongkong, 21st September, 1904.

**S.S. "SALAZIE"**

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**NOTICE.**

**CONSIGNEES** of Cargo from London ex S. "Danube," from Havre ex S. "Danube," in connection with above steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., To-Morrow, 21st inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undischarged after Tuesday, the 27th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th September, or they will not be recognised.

All damaged packages will be examined on Tuesday, the 27th September, at 3 P.M.

No Fire Insurance has been effected.

**G. DE CHAMPEAUX,**

Agent.

Hongkong, 20th September, 1904.

**FROM HAMBURG, PENANG AND SINGAPORE.**

**THE H.A.L. Steamship**

**"HELLAS,"**

Captain Rohde, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day, the 21st inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 5 P.M.

No Fire Insurance has been effected.

**HAMBURG-AMERICA LINE,**

Hongkong Office.

Hongkong, 21st September, 1904.

## NEW ADVERTISEMENTS

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY AND TAMSUI**

The Company's Steamship

**"HAIMUN"**

Captain Robson, will be despatched for the above ports on SATURDAY, the 24th inst., at 1 P.M.

For Freight or Passage, apply to

**DOUGLAS LARPAIK & CO.,**

General Managers.

Hongkong, 22nd September, 1904.

**BOSTON STEAMSHIP COMPANY.**

**NOTICE TO CONSIGNEES.**

**STEAMSHIP "TREMONT,"**

FROM SEATTLE, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

An average bond is lying at This Office and same must be signed, and a deposit of 1 per cent. paid before delivery can be obtained.

**DODWELL & CO., LD.,**

Agents.

Hongkong, 21st September, 1904.

**INTIMATIONS**

**HONGKONG FOOTBALL CLUB.**

**THE ANNUAL GENERAL MEETING** of Members will be held in the HONGKONG HOTEL on WEDNESDAY, the 28th SEPTEMBER, at 5.30 P.M.

**H. F. CHARD,**

Hon. Secretary.

Hongkong, 19th September, 1904.

**HONGKONG CLUB.**

**NOTICE.**

**THE SIXTH DRAWING** of SIXTY-FIVE DEBENTURES of the Hongkong Club, \$100 each, was held in the Hongkong Club House, on MONDAY, the 19th inst., when the following Debentures were drawn for redemption:

24	303	899	1263	1603
27	331	814	1270	1619
49	352	822	1296	1629
100	325	907	1314	1660
116	453	1007	1319	1675
152	473	1095	1348	1677
179	509	1114	1428	1679
194	575	1149	1442	1711
205	611	1149	1542	1756
207	615	1153	1573	1820
214	621	1189	1591	1847
262	625	1238	1592	1863
267	717	1264	1601	1977

and will be payable at the Hongkong and Shanghai Banking Corporation on the 30th day of September, 1904, in exchange for surrender of same.

By Order,

**C. H. GRACE,**

Secretary.

Hongkong, 19th September, 1904.

**ROYAL HONGKONG YACHT CLUB.**

**THE ANNUAL GENERAL MEETING** of the Royal Hongkong Yacht Club will be held in the PRIVATE DINING ROOM, of the Hongkong Hotel on THURSDAY, 29th September, at 6 P.M.

The business before the meeting will be—

1. Passing the Accounts for 1903-04.
2. Election of Officers for 1904-05.
3. The dates of the Club Races 1904-05.

Hongkong, 21st September, 1904.

**ROYAL DANISH CONSULATE.**

**DANISH** subjects are hereby requested to have themselves registered at this Consulate.

**ARMIN HAUPF,**

Consul.

Hongkong, 21st September, 1904.

**PENDERS** are invited for the Supply to H. M. Naval Yard of the undermentioned timber materials for one year from 12th October, 1904, viz:—

Teak	Bulk	Thickstuff
American Fir	Scantling	Plank
Campbor Wood		and Board.
Hardwoods		
Oregon Spars.		

Form of tender, and information in regard to the conditions of Contract, &c., can be obtained on application to the Naval Store Officer, H. M. Naval Yard. To enable persons tendering to estimate what stocks they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of material during the twelve months ending 30th June last. A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same.

The tenders, which will be received till Noon on 28th inst. should be sealed and addressed to the Commodore, H. M. Naval Yard.

Hongkong, 21st September, 1904.

**SI ENTING.**

**SURGEON DENTIST.**

No. 10, L'AGUILAR STREET.

**TERMS VERY MODERATE.**

Consultation Free.

Hongkong, 21st March, 1903.

**AMOI ENGINEERING CO., LD. AMOI**

**CALL FLAG E.**

**REPAIR WORK** to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.

**J. D. EDWARDS,**

Manager.

Amoy, 3rd December, 1903.

**RUINART-PERE & FILS, REIMS**

Established 1719.

**CHAMPAGNE GROWERS AND SHIPPERS.**

Ship only the Finest Quality Extra Dry (Green Seal)

**LAUTS WEGENER & CO.,**

Sole Agents.

Hongkong, 18th May, 1903.

## INTIMATIONS

**A SPECIAL SALE** will be held at the ITALIAN CONVENT on behalf of the POOR ORPHANS

on the 22nd, 23rd, and 24th inst., at 2 P.M. of Ladies' and Children's Underclothing, Children's Dresses, and other embroidered articles, suitable for Birthday Presents, &c.

The prices will be marked on every article. The Superintendess hopes to receive and merit a large share of the public patronage, who have at all times given her proof of their generosity.

**ITALIAN CONVENT,**

28, Caine Road.

Hongkong, 17th September, 1904.

**WANTED.**

**A RELIABLE CHINESE BOOK-KEEPER.**

Apply to—

**THE ROBINSON PIANO CO., LD.**

Hongkong, 17th September, 1904.

**WANTED.**

**ONE or TWO ROOMS** in Central situation, Furnished or Unfurnished; Bathroom essential. Vorandah desirable.

Write to—

**"O. G.,"**

Care of Daily Press Office.

Hongkong, 21st September, 1904.

**THE SWATOW GRASS CLOTH, SILK and DRAWN THREAD WORK DEPARTMENT.**

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

**SWATOW, 8th June, 1904.**

**PUBLIC COMPANIES**

**WILLIAM POWELL LIMITED.**

**THE THIRD ORDINARY YEARLY MEETING** of SHAREHOLDERS in the above named Company will be held at the COMPANY'S PREMISES, No. 28, Queen's Road Central, on TUESDAY, the 27th September, 1904, at 3 o'clock P.M., to receive the Report and Statement of Accounts for the year ending June 30th, 1904, electing Directors and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th SEPTEMBER, both days inclusive.

By Order of the Board of Directors,

**E. A. M. WILLIAMS,**

Secretary.

Hongkong, 15th September, 1904.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**THE ORDINARY GENERAL MEETING** of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on WEDNESDAY, the 29th SEPTEMBER, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 28th SEPTEMBER, both days inclusive.

**DOUGLAS LARPAIK & CO.,**

General Managers.

Hongkong, 13th September, 1904.

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**NOTICE IS HEREBY GIVEN** that the THIRTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its H. A. D. OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 29th OCTOBER, 1904, at Noon, for the purpose of receiving the report of the Directors together with statements of account for the year 1903 and for the half year ending 30th June, 1904, and of declaring dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 19th October to the 28th October, both days inclusive.

By Order of the Board,

**C. MONAGUE EDE,**

Acting Secretary.

Hongkong, 20th September, 1904.

**THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH COMPANY, LIMITED.**

**REFERRING** to the Notice of 22nd June last, the senders of Telegrams are hereby advised that from the 1st of OCTOBER next, the charges for Telegrams will (subject to revision after three months) be collected at the rate of FORTY-FOUR CENTS to equal ONE FRANC.

**J. M. BECK,**

Superintendent.

Hongkong, 19th September, 1904.

**A. S. WATSON & CO., LIMITED.**

**ISSUE OF 30,000 NEW SHARES OF \$10 EACH.**

**PURSUANT** to Resolution the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 25th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Building at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

**JOHN D. HUMPHREYS & SON,**

General Managers.

Hongkong, 22nd June, 1904.

## PUBLIC COMPANIES

**THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.**

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING of The Hongkong Steam Water Boat Company, Limited, will be held at the REGISTERED OFFICES of the Company No. 37, Cross Street, Victoria, in the Colony of Hongkong, THIS DAY (THURSDAY), the 22nd day of September, 1904, at 12 Noon, for the purpose of considering and if thought fit passing the proposed special Resolutions.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a Second Extraordinary Meeting which will be subsequently convened.

Dated 16th day of September, 1904.

By Order of the Consulting Committee,

**J. W. KEW,**

Manager.

1. That it is expedient to acquire and take over by way of amalgamation the business and undertaking of Messrs. Lane, Crawford and Company, of supplying fresh water to ships and vessels in the Harbour of Hongkong, and that the provisional agreement for the purpose submitted to this Meeting and is hereby approved and that the Managing and Consulting Committees of this Company be and they are hereby authorised to adopt and ratify the said agreement and to carry the same into effect and to effect the Common Seal of this Company thereto with full power to assent to any modifications in the agreement which they may think expedient in the interests of this Company either before or after the adoption thereof and that if the said agreement becomes absolute the Consulting Committee be and they are hereby empowered to increase the Capital of this Company to \$150,000 by the creation of 7,500 new shares of \$10 each to be issued as fully paid up shares and to be allotted to Messrs. Lane, Crawford and Company in consideration of the sum of \$150,000 being the value of their business of supplying fresh water to ships and vessels in the Harbour of Hongkong.

2. That the Articles of Association be altered in the following manner:

The following article shall be substituted for article 63 namely—

63. Joseph Whiteley Kew shall be the Manager of the business of the Company and shall be entitled to hold office for the term of five years from the 1st day of October, 1904, and he shall have the option at the expiration of the said term of five years of being the Manager of the business of the said Company for a further period of five years provided he exercises his said option in writing not less than six months prior to the expiration of the said first term of five years. During the said term of five years and the further term of five years the said Joseph Whiteley Kew may resign at any time and giving to the Consulting Committee six calendar months previous notice in writing of his intention so to do. The said Joseph Whiteley Kew shall once during the said term of five years and once during the further term of five years (if he shall then be Manager of the business of the Company) be entitled to leave of absence for a period of six calendar months. The said Joseph Whiteley Kew while holding the said office shall (save as aforesaid) reside in Hongkong.

The following article shall be substituted for article 66 namely—

66. As remuneration for his services the said Joseph Whiteley Kew shall be paid by the Company a salary of \$500 per month payable on the last day of every month and he shall further be paid a yearly bonus of two and a half per cent. on the net profit of the Company as ascertained and declared by the Company's annual balance sheet. The said Joseph Whiteley Kew shall be entitled to his said remuneration whilst on leave of absence. As remuneration for their services all subsequent Managers shall be paid such a salary as the Consulting Committee or the Company in General Meeting shall determine. Every Manager shall be reimbursed out of the Company's funds all moneys properly expended by him on the Company's behalf.

The following article shall be substituted for article 76 namely—

76. There shall be a Consulting Committee consisting of not less than two or more than four members of the Company.

Alfred Holland Skelton a member of the firm of Lane, Crawford and Company or in case of his death or absence from Hongkong one of the members of the firm of Lane, Crawford and Company for the time being shall be a permanent member of the Consulting Committee and shall be entitled to retain office so long as Messrs. Lane, Crawford and Company hold not less than 1,000 shares in the Company.

It shall be for the Company in General Meeting to determine who shall be the remaining members for the time being of the Consulting Committee and they shall be appointed once in every year by the Company in General Meeting.

Article 82 shall be cancelled.

The remaining articles 83 to 123 be renumbered 82 to 122 for reference accordingly.

In article 84 (or as renumbered 83) the words: "The sum of \$500 each per annum whilst holding office" shall be substituted for the words "Share not exceeding \$750 per annum" to be divided between the several members thereof in such manner as they shall agree upon.

**THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.**

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING of The Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. JARDINE, MATHESON & CO.'S OFFICES, Pender Street, Victoria, Hongkong, THIS DAY (THURSDAY), the 22nd day of SEPTEMBER, 1904, at 12.15 P.M. when the proposed Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 31st day of August, 1904, will be submitted for confirmation as special Resolutions:

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new Shares of \$50 each.

2. That such new Shares be issued at a premium of \$30 per Share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new Share for every complete three Shares held by them on 1st October, 1904.

3. That the amount due for the new Shares be called up on 31st December, 1904.

Dated the 1st September, 1904.

By Order of the Board,

**EDWARD OSBORNE,**

Secretary.

**CHINESE ENGINEERING AND MINING CO., LD.**

**A DIVIDEND** of 7½ per cent. (1/6d. per Share) free of Taxes, has been declared by the Directors of the above Company. The Dividend Warrants are negotiable at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

Hongkong, 20th September, 1904.

## BANKS

**RUSO-CHINESE BANK**

ORGANISED UNDER IMPERIAL DECREE OF 10TH DECEMBER, 1895.

**CAPITAL** ..... Roubles 15,000,000

**CAPITAL contributed by CHINESE GOVERNMENT** ..... 5,000,000 Kouping Tael. (EQUIVALENT TO ..... £2,150,000 Sigs.)

**RESERVE FUND** ..... Roubles 2,060,000

**SPECIAL RESERVES** ..... Roubles 1,700,000

**HEAD OFFICE—ST. PETERSBURG.**

**BRANCHES AND AGENCIES**

Andijan	Khabarovsk	Port Arthur
Batoum	Khokand	Samarkand
Blagovestchensk	Kiaochia	San Francisco
Bolsbo	Kirin	



# THE "APOLLO"

MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY EASY.

YOUNG AND OLD CAN PLAY THE

NOBLEST SCORE WITH THE FINISH AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE, AND IS SOLD AT A REASONABLE PRICE.

EITHER FOR CASH OR HIRE

PURCHASE FROM

\$385.

THE APOLLO MASTER PIANO PLAYER.

DAILY RECITALS

THE ROBINSON PIANO CO. LD.

Hongkong, 24th August, 1904. [2150]

HIRANO WATER. THE QUEEN OF TABLE WATERS. PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST. Bottled in Japan by H. E. REYNOLDS &amp; Co.

BEWARE OF JAPANESE IMITATIONS. F. BLACKHEAD &amp; CO., AGENTS. Hongkong, 31st July, 1903. [1898]

TONG CHONG WO &amp; CO. No 18, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure HAVANA CIGARS AND CIGARETTES. They are made of best Havana leaves and possess a mild and choice flavour. Inspection courteously invited. Hongkong, 20th May, 1904. [133]

WHISKIES. BUCHANAN'S CELEBRATED BLENDS OF SCOTCH WHISKY are supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons. Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend ... \$12.50 Black and White ... \$16.50 Royal Household ... \$20.50 Try one case and you will never want any other Whisky.

A. CHAZALON &amp; CO., Wine Merchants and General Storekeepers, 6, Queen's Road. Hongkong, 22nd August, 1904. [205]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I. A.B.C., Scott's and Engineering Code Used.

DOCK No. 1 (at TATEGAMI). Extreme Length ... 523 feet. Length on Blocks ... 513. Width of Entrance on Top ... 83. Width of Entrance on Bottom ... 77. Water on Blocks at Spring Tide ... 203.

DOCK No. 2 (at MUKAIJIMA). Extreme Length ... 371 feet. Length on Blocks ... 350. Width of Entrance on Top ... 66. Width of Entrance on Bottom ... 53. Water on Blocks at Spring Tide ... 82. PATENT SLIP (at KOSUGI). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING AND MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS TONNAGE, with POWERFUL SALVAGE PLANT. READY AT SHORT NOTICE. 1703

## SCIENTIFIC MISCELLANY.

SAWDUST SHIPS—BIRD-SHAPING AT WILL—NATURE PRINTING—NOVEL GOLD EXTRACTION—LIFE IN HYDROGEN—PLANT LIFE IN ELECTRICITY—DECADENCE OF THE FARM—METEOR SMOKE.

Sawdust lends itself to many uses, not least of which seems to be the making of the new petrographite, or stone-wood, which is interesting shipbuilders in England, France and Germany. This material is a mixture of sawdust with certain minerals, formed into slabs under hydraulic pressure, and its special claims are non-inflammability and freedom from slipperiness when wet. It gives decks safe to walk upon and partitions that do not burn. The product is very close in texture, does not crack, is impervious to dry rot, can be given any colour, and can be worked with tools like any hard wood.

Monstrosities in chicks have been produced by G. St. Hilaire by excluding the air from parts of the unhatched egg. When half of the shell was coated with wax the chick hatched out developed only one cerebral lobe, but this effect has proven less constant than it appeared at first, and various monstrosities have resulted from the same treatment. This naturalist believes that the different varieties of fowls have originated in accidents to the eggs, and have been afterwards perpetuated by generation.

Astronomers are uncertain whether the planet Mercury rotates in about 24 hours or in 88 days. Spots now visible are expected to settle the question soon.

The new "physiotype" is a printed impression from animal or vegetable life, and it is obtained by pressing the subject upon a sheet of paper and subsequently developing the hidden design in strong permanent colour by dusting a coloured powder over it. The design imparted is strong or light according to the amount of natural oils or moisture contained in the subject. This development may be done at any time, even after three months, and the process is specially adapted for obtaining finger prints without blackening the fingers. The printing can be done upon ordinary paper, although the best results are given by paper specially prepared.

The new gold-extracting process of Boly, the Belgian chemist, depends upon the addition of sulphur instead of its elimination. Much gold is combined with pyrites, from which separation has been difficult, but the sulphuration by means of special salts at a cherry red heat for a relatively short time produces a disintegration, and transforms the pyrites into a product that can be easily worked. In Italy, where the process is receiving much attention, ore is being treated for \$2.00 or \$3.00 per ton. The process is of further interest as confirming the theory that placers are of volcanic action, and that rich sources of combined gold in a volcanic matrix are to be expected near placers of free gold.

In a treatise on respiration, Regnaud and Boissac have concluded that life would be possible if the nitrogen of the atmosphere were replaced by hydrogen. New light has been thrown on the subject by late experiments at Palermo by Dr. A. Marceci, who has found that animals in such an atmosphere soon died with symptoms indicating that cold—due to the high heat conductivity of the hydrogen—was the cause.

An investigation by Konradi has shown that the anthrax bacillus may survive in water for 32 years and the typhoid bacillus for more than 500 days.

The use of electricity in agriculture is a subject of much study and experiment in France and other European countries. In Belgium, Guarnini is teaching that plant life is an electrical phenomenon that can be regulated at will, and he has shown that a potted plant enclosed in a metallic cage dies in sunlight, because the atmospheric electricity and electric radiations from the sun are cut off, but a plant in absolute darkness can produce fruit larger, finer and more quickly than in the ordinary course if electric treatment be judiciously applied. By high-tension continuous current dynamo he would apply the electrical treatment at will. The future farmer, he contends, will be a trained electrician, and from a board at the farm will direct the germination and growth of his potatoes, cabbages and turnips.

A local study of rural depopulation near Paris has been made by Dr. A. B. Piquet. He finds that the causes include sanitary ignorance leading to high infant mortality, migration of young people to towns, effects of conscription, and alcoholism. His suggested remedy—one that promises success in Belgium—is improved primary and technical education, with special efforts to cultivate a love of rural life.

A remarkable luminous meteor trail seen at Madrid has been reported by J. A. Perez. It continued visible from about 10 p.m. until midnight, the shape gradually changing from an almost closed curve with a loop in it to an enlarged loop with a detached portion of the primary curve.

For several years a record has been kept of the wear of locomotive wheels on the Danish State railways. The single drivers are found to run better than four-coupled, the latter better than six-coupled, and in all cases wear is increased by fineness of road.

## ROWLAND'S KALYDOR FOR THE SKIN

Produces soft, fair, delicate skin, heals all cutaneous eruptions, and insures a lovely delicate complexion to all who use it. 2/3, 4/6, of Stores and Chemists. [8353-2]

TAI WOO, PHOTOGRAPHER AND PORTRAIT PAINTER.

DEVELOPING AND PRINTING Under-taken. Views for Sale.

36, Queen's Road Central, 2nd Floor. Hongkong, 8th August, 1904. [1932]

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN, 37, DES VIGES ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 3rd June, 1904. [2161]

## THE ACHEEN WAR.

SHOOTING OF WOMEN AND CHILDREN BY THE DUTCH.

Mr. Honniker Heaton having asked in the House of Commons whether, in view of the duration of the Acheen war, which had now lasted some 30 years, and having regard to the suffering which this had entailed on the natives of a small corner of Sumatra, His Majesty's Government would use their good offices with the Continental Powers to arrange that the dispute between the Government of the Netherlands and the Sultan of Acheen be referred to the arbitration of the Hague Peace Tribunal, Lord Percy replied—I must refer the hon. member to the answer given on July 28th, to which I have nothing further to add.

Mr. Heaton in a letter to the Times says the true facts are embodied in this letter from one of the highest authorities on Dutch Government in the East. He says—"The Acheen war has been waged for over 30 years. When I went out to Singapore in 1878 it had been in progress for some years, and it was notorious that contractors and certain Dutchmen in the Straits and Netherlands India had already enriched themselves over this war. It is a war of contractors and commissariat, and no real attempt has ever been made by the Dutch Government to finish it. There is not an Englishman who has been connected with this part of the East during the last quarter of a century who is not of opinion that the English Government might have brought some pressure to bear on Holland to put an end to a state of affairs that is a scandal, that has led to the loss of thousands of lives, and that has embittered the natives against the Dutch in Acheen. Some 17 years ago a vessel called the *Nisard* was shipwrecked in these waters, and the crew, of various European nationalities, were taken into the country by the natives, who refused to give them up to the Dutch. The Dutch acknowledged their powerlessness to get them, and fear of their lives being sacrificed if the Dutch attacked in force led to British intervention. Sir William Maxwell, late Governor of the Gold Coast, was sent in H.M.S. *Pegasus*, Captain (now Admiral) Bickford, and he brought away the crew. He learned much of the feelings of the Acheen, and it was obvious to him, as it has been for years to everyone who has studied the question, that the Dutch Government has not earnestly striven to end this war. This feeling in the minds of Englishmen was greatly increased when during our Boer war the Dutch and Dutch subjects taunted us and our soldiers with cruelty and with bringing overwhelming numbers against a comparatively small race. And as the Hague Tribunal is one that makes for peace, it would be peculiarly a *proprio* to bring up the question of the Acheen war, if our Government could induce foreign Powers to side with us in asking that the Government of the Hague should adopt some other means to pacify the Acheen than by the killing of women and children cannot be prevented because they are placed in the forefront of the fight. This is news to all who know Malays, who invariably remove their women and children, and if it has become a practice, it is one learned from our experience of Boers in South Africa.If Holland accepted the good offices of Great Britain, there is reason to hope that the Acheen would listen to reason. Any effort to pacify these people would be preferable to the protracted warfare which is no nearer to a conclusion than it was ten years ago. Mr. C. Thiene, the London correspondent of the *Nieuwe Courant* (The Hague), writing from the Liberal Club with reference to the question, says—"About a week ago the Dutch papers published an interview with Governor-General van Heutsz, at present in Holland, who during the last few years conducted the war against Acheen, and whose successor is Colonel van Duijn. The following is a translation of that interview:—In the present circumstances this killing of women and children cannot be avoided, but surely Colonel van Duijn is not the man to order his troops to shoot women and children? Moreover, it would be quite against our strict order, to act as peacefully as possible, and against the nature of our soldiers. We do not shoot women and children like we shoot men; we do not aim at them, even if they themselves take up the rifles and try to kill our soldiers. What happens is this. The Gajones use their women as living cover, because they know we do not aim at them; they feel safe behind them and from there shoot at our troops. Our rifles carry further than theirs, and their tactics are to hide behind their women and children in order to draw our men within their range. They allow us to advance within a few yards of their kampongs, knowing that we do not shoot when we see women in front of us; and then they unexpectedly pour overwhelming fire into our ranks as a rule opposing a couple of thousand Gajones to 300 of our men. This has to be prevented, for fire at so short range would weaken our columns too much, whereas it is nearly impossible to remove the wounded. In consequence we are obliged to fire into the dense crowd from a certain distance, and so it occurs that women and children are hit. On hearing of Mr. Honniker Heaton's question to Lord Percy, the Governor-General wired to a Dutch paper:—The places mentioned are not in Acheen, but in the Alaslands, where our troops were never before. The women and children killed during the rifle fight are not Malays. In the fights the enemy more than ten times outnumbered our force, overpowering moreover a strongly entrenched position, and the Alas women and children were forced by their men to take part in it. In Alasland and in Acheen the proportion of Europeans to natives is still less favourable than one to 100, but that does not imply any danger to us, nor does it frighten us."

## CALVERT'S CARBOLIC TOILET SOAP

(Soothing, cleansing and antiseptic). Pleasant to use, especially to sufferers from perspiration, and most refreshing in hot climates. F. C. CALVERT & Co., Manchester, Eng. 68-1

QUAN WAH &amp; CO. GRANITE AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS.

Sole Agents of QUAN WAH &amp; CO., Lime Manufacturers. All descriptions of GRANITE AND MARBLE FOR EXPORT. Dealers in GRANITE AND MARBLE MONUMENTS. Prices &amp; Estimates on Application. No. 1, QUEEN'S ROAD EAST. Hongkong, 17th October, 1899. [174]

## CONSTIPATION AND SLEEPLESSNESS.

CURED BY BILE BEANS.

If tea continues to be brewed in a tea-pot in which the exhausted leaves are allowed to remain, the liquor will be rank and unwholesome. The results will grow steadily worse, and the tea-pot will at length become quite unfit for use until it has been thoroughly cleaned and purified. If refuse has accumulated in the human system through the occurrence of constipation, the whole body is rendered foul and unhealthy. Constipation and its results are speedily removed by Chas. Forde's Bile Beans. Mr. S. P. Wenmoth, electrical engineer, 4 Alma Street, Stethwick, Birmingham, England, says—"I found in the course of my profession that when I went to a fresh town or district, the altered climate had a very lowering and depressing effect upon me. When I got to some place for a short time I suffered from constipation, depression, sleeplessness, and got run down generally. During the day I had a helpless feeling, and a desire to lie down all the time, though even that was a trouble, and then at night I could not go to sleep at all. The many pills I tried never gave me any benefit, until one day a little booklet was brought to the door, describing the benefits of Birmingham people had received through taking Chas. Forde's Bile Beans for Bilelessness, so I sent for a bottle. In a couple of days I felt a little better, and at the end of the course I was cured, and completely too, for I have never been troubled with the feelings since. I have never felt better than I do at present, and I cannot speak too highly of Bile Beans. I have given a lot of them away to neighbours, who tell me they have received a lot of good. In fact, I have not heard a word against them yet. I shall always keep a bottle by me, and will recommend them to everybody who suffers, for they have done me so much good that I feel it only right others should know of them."

Charles Forde's Bile Beans for Bilelessness are a cure for indigestion, anæmia, weakness, female ailments, lent fag, malaria, neuralgia, lumbago, rheumatism, debility, palpitation, pains in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, skin eruptions, and all ailments having a common origin in impurity of blood, a general congestion of the system and loss of vital force. Of all chemists and medicine vendors. Price 75 cents (Mex) per bottle. 2010-6

## AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction, TO-DAY (THURSDAY), the 22nd SEPTEMBER, 1904, at 11 A.M., at the CENTRAL POLICE STATION'S COMPOUND, A QUANTITY OF

RICE, SUGAR, FLOUR AND SALT. And at 2.30 P.M., at the Water Police Station, Kowloon, the following will be sold by Public Auction, 20 Pounds PEAS, 10 Tons COAL and 32 CHINESE BOATS.

TERMS:—As usual. HUGHES &amp; HOUGH, Government Auctioneers. Hongkong, 20th September, 1904. 2257

## NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction TO-MORROW (FRIDAY), the 23rd SEPTEMBER, 1904, at 3 P.M., at their Offices in Lee House Street, THE VALUABLE LEASEHOLD PROPERTY.

Known and registered in the Land Office as SECTION A OF INLAND LOT No. 89, with the premises thereon. Now known as Nos. 255, 257, 259, 261, 263 and 265, Queen's Road Central, and Nos. 34, 36 and 38, Hillier Street.

The property has an area of 2,934 square feet and is subject to an appraised Crown Rent of £10.023. It is held from the Crown for the residue of the term of 75 years from the 26th day of June, 1843, and for a further term of 924 years respectively created therein by a Crown Lease of the said Inland Lot No. 89 and the Indenture of Extension thereof respectively dated the 10th September, 1845, and the 21st January, 1860, and respectively made between Her late Majesty Queen Victoria of the one part and Lee A. King of the other part and Her said Majesty of the one part and Kwok Kam Fook of the other part.

The property will be sold subject to (a) a Mortgage dated the 27th January, 1903, made between Moy Chong of the one part and U Yan of the other part and registered at the Land Office by Memorial No. 34104 and to the principal sum of \$19,000 and interest and other moneys thereby secured (b) a Mortgage dated the 27th June, 1903, made between the said Choy Chung of the one part and Tam Mun Hing of the other part and registered at the Land Office by Memorial No. 34115 and to the principal sum of \$20,000 and interest and other moneys thereby secured (c) an Equitable Charge dated the 22nd July, 1903, made between the said Choy Chung of the one part and Tam Kin of the other part and registered at the Land Office by Memorial No. 35436 and to the principal sum of \$2,000 and interest and other moneys thereby secured (d) a Mortgage dated the 9th June, 1901, made between the said Choy Chung of the one part and Lam Chat Tai of the other part and registered at the Land Office by Memorial No. 35775 and to the principal sum of \$37,000 and interest and other moneys thereby secured and (e) a Mortgage dated the 10th June, 1904, made between the said Choy Chung of the one part and Li Hing Vei of the other part and registered at the Land Office by Memorial No. 35790 and to the principal sum of \$10,000 and interest and other moneys thereby secured.

For further particulars and conditions of sale, apply to—Messrs. HUGHES &amp; HOUGH, Auctioneers, or to Messrs. DEACON, LOOKER &amp; DEACON, The Solicitors having the conduct of the sale, 10, Queen's Road Central.

Hongkong, 1st September, 1904. [2127]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTON'S, KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash. Hongkong, 22nd December, 1902.

## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS &amp; CO. ALEXANDRIA &amp; CAIRO, EGYPT. FINEST EGYPTIAN CIGARETTES. TRADE MARK.

LOTUS.	KARIM.
Large Size \$5.00 per 100	Large Size \$3.75 per 100
Gold Tippee Medium Size \$3.75 per 100	Medium Size \$3.50
ZAFAR.	THABIT.
Large Size \$4.60 per 100	Large Size \$3.00 per 100
Medium Size \$4.20	Medium Size \$2.75 per 100

SOLE AGENTS FOR HONGKONG: KRUSE &amp; CO., CONNAUGHT HOUSE.

JAPAN COALS. MITSUI BUSSAN KAISHA (MITSUI &amp; CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO. LONDON BRANCH—34, LIME STREET, E.C. HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES: New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsuki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Maidzuru, Miike, Hakodate, Taipei, &amp;c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Mameda, Manuoura, Onoura Otzaji, Sasaharu, Tsubakuro, Yoshinotani, Yoshida, Yanokibara, and other Coals. S. MINAMI, Manager, Hongkong.

INSURANCES NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903, £16,893,650.

I. AUTHORIZED CAPITAL... £3,000,000. SUBSCRIBED CAPITAL... 2,750,000. PAID-UP CAPITAL... 687,500 0 0. II. FINE FUNDS... 3,056,361 12 3.

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES &amp; CO., Agents. Hongkong, 18th June, 1904. [1888]

WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON. INCORPORATED A.D. 1851.

MARINE BRANCH. THE Undersigned having been appointed AGENTS for the above Company are prepared to accept risks at current rates. ALEX. ROSS &amp; CO. Hongkong, 28th April, 1904. [1121]

LUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED. THE Undersigned having been appointed AGENTS for the above Company are prepared to accept risks against FIRE at current rates. HONGKONG, 1st January, 1904. 105

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN &amp; CO., Agents. Hongkong, 21st April, 1887. 199

PHENIX FIRE OFFICE. The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LARRAIK &amp; CO., Agents for the Phoenix Fire Office. Hongkong, 17th August, 1887. 12

NORTHERN ASSURANCE CO. FIRE and LIFE. ESTABLISHED 1836. THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates. Also to accept proposals for LIFE ASSURANCE. Prospectuses on application. TURNER &amp; CO., Agents. Hongkong, 23rd September, 1903. [267]

CARBOLINEUM-AVENARIUS. Known all over the World as a thoroughly effective preservative of Wood against White Ants, Fungus, Dry-rot, Decay. Number of Testimonials from Authorities as well as from Private Customers. LUTGENS, EINSTMAN &amp; CO. Sole Agents for China. Hongkong, 18th July, 1904. 161



## SHIPPING.

**ARRIVALS.**  
 AVALA, British str., 2,385, W. Hamd, 21st September, New York 29th July, Case Oil.—Standard Oil Co.  
 CHUYEN, Chinese str., 1,211, Stewart, 21st Sept., Shanghai 19th Sept., General.—A. R. Marley.  
 ESANO, British str., 1,127, W. F. Richard, 21st September, Tientsin 14th Sept. and Cheong 16th, General.—Jardine, Matheson & Co.  
 FATHOM, Norwegian str., 581, Haraldsen, 21st September, Tamsui 18th Sept., General.—Osaka Shosen Kaisha.  
 HANOI, French str., 725, P. Merles, 21st September, Haiphong and Hanoi 20th September, General and Rice.—A. R. Marley.  
 HELLAS, German str., 2,300, H. Rhoda, 21st September, Hamburg, Penang and Singapore 14th Sept., General.—Hamburg-Amerika Linie.  
 HOUSTON, German str., 1,275, H. Hamer, 21st Sept., Saigon 16th Sept., Rice and Flour.—Order.  
 MELTA, French str., 200, L. Dregot 20th Sept., Toulon 17th July, General.—Bradley & Co.  
 SIAM, British str., 902, Robt. A. Binns, 21st September, Shanghai 18th Sept., Ballast.—Geo. McElin.  
 TREMONT, American str., 9,065, T. W. Garlick, 21st Sept., Shanghai 18th Sept., General.—Dodwell & Co.  
 TYR, Norwegian str., 1,412, D. L. Danielsen, 20th Sept., Hongkong 18th Sept., General.—Sander, Wieler & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
 20th September.  
 Hailan, French str., for Hanoi.  
 Pentakou, British str., for Amoy.

## DEPARTURES.

21st September.  
 BELGIAN KING, British str., for Yokohama.  
 CHUYEN, Chinese str., for Canton.  
 CRANLEY, British str., for Durban.  
 EMPRESS OF JAPAN, British str., for Vancouver.  
 KWANTAN, Chinese str., for Shanghai.  
 LOOSK, German str., for Bangkok.  
 MACDUFF, British str., for India.  
 NANYANG, German str., for Kobe.  
 ORANGE, Norwegian str., for Bangkok.  
 PROVIDENCE, Norwegian str., for Swatow.  
 SALAZAR, French str., for Shanghai.  
 SAMBIA, German str., for Hamburg.  
 TUNGSHING, British str., for Canton.  
 TYR, Norwegian str., for Shanghai.  
 WOOSUNG, British str., for Shanghai.  
 YAWATA MARU, Japanese str., for Nagasaki.

## VESSELS IN DOCK.

21st September.  
 ABREXEN DOCK.—  
 KOW-LOON DOCK.—U. S. S. Pathfinder.  
 Kowloon, Australian.  
 COSMOPOLITAN DOCK.—Doric.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"GREGORY APCAR."  
 Captain J. G. Offent, will be despatched for the above ports TO-DAY, the 22nd inst., at 3 P.M.  
 For Freight or Passage, apply to  
 DAVID SASSON & CO., LD.,  
 Agents.  
 Hongkong, 17th September, 1904. [2213]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOJI, YOKOHAMA AND KORE.  
 THE Steamship

"AUSTRALIAN."  
 Captain A. H. Schaw, will be despatched for the above ports on SATURDAY, the 24th inst., at DAYLIGHT.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with Electric Light.  
 A duly qualified Surgeon and Stewardess are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight and Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 21st September, 1904. [2272]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"NUBIA."  
 Captain F. N. Tildard, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 24th SEPTEMBER, at Noon, taking passengers and cargo for the about ports in connection with the Company's s.s. "Himalaya," 6,398 tons: from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London &c., will be conveyed from Bombay by the R.M.S. "Persia," due in London on the 6th November.  
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and values of all packages are required.  
 For further particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 10th September, 1904. [1]

HONGKONG-CANTON LINE.

THE British steamship

"YING KING."  
 Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.  
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY-EVENING, at 5 P.M., and returning from Canton every following evening at 5 P.M.  
 1st Class ... \$3.00 for Single journey  
 2nd ... 1.50  
 Meals ... 1.00 each.  
 The steamer's wharf is at the Western end of Wing Lok Street.  
 YUK ON S.S. CO., LD.  
 No. 216, Wing Lok Street.  
 Hongkong, 27th February, 1904. [7]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	NUBIA	Brit. str.	F. N. Tildard	P. & O. S. N. Co.	24th inst., at Noon.
LONDON & ANTWERP	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 30th inst.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	Brit. str.	Dikens	BUTTERFIELD & SWIRE	27th inst.
LONDON, AMSTERDAM & ANTWERP	PATROCULUS	Brit. str.	Williams	BUTTERFIELD & SWIRE	11th Oct.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	Williams	BUTTERFIELD & SWIRE	25th Oct.
LONDON, AMSTERDAM & ANTWERP	ULYSSES	Brit. str.	Williams	BUTTERFIELD & SWIRE	8th Nov.
MARSEILLES, &c. VIA PORTS OF CALL	AUSTRALIAN	Fren. str.	Verron	MESSAGERIES MARITIMES	4th Oct. 1 P.M.
GENOA, MARSEILLES & LONDON, &c.	PAKLING	Brit. str.	H. G. P. Rodway	NIPPON YUSEN KAISHA	24th inst. D'light.
BREMEN, VIA PORTS OF CALL	BAVERN	Ger. str.	H. Formes	MELCHERS & CO.	28th inst. Noon.
HAVRE & HAMBURG	SCANDIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	3rd Oct.
HAVRE & HAMBURG	SUEVIA	Ger. str.	von Döhren	HAMBURG-AMERIKA LINIE	18th Oct.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	15th Nov.
SEGOVIA	MASSA	Ger. str.	Fork	HAMBURG-AMERIKA LINIE	29th Nov.
TRIESTE, &c. VIA SINGAPORE, &c.	ANGSUEY	Brit. str.	G. C. Candy	SHEWAN, TOMES & CO.	24th inst. 10 A.M.
GENOA, MARSEILLES & LIVERPOOL	MASSA	Brit. str.	Colledani	SANDER, WIELER & CO.	30th inst. P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	PINGSUEY	Brit. str.	.....	BUTTERFIELD & SWIRE	22nd Oct.
NEW YORK VIA SUEZ CANAL	SAGAMI	Brit. str.	.....	DODWELL & CO., LD.	About 30th inst.
VANCOUVER, VIA SHANGHAI, &c.	CLAUERNBERG	Brit. str.	Parker	SHEWAN, TOMES & CO.	About 16th Oct.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	E. OF CHINA	Brit. str.	.....	CANADIAN PACIFIC R. CO.	19th Oct.
VICTORIA (B.C.) & SEATTLE VIA N'SAKI, &c.	ATHENIAN	Brit. str.	.....	CANADIAN PACIFIC R. CO.	12th Oct.
PORTLAND, OREGON	TREMONT	Brit. str.	T. W. Garlick	DODWELL & CO., LIMITED	7th Oct.
AUSTRALIAN PORTS	DEUCALION	Brit. str.	.....	BUTTERFIELD & SWIRE	3rd Oct.
AUSTRALIAN PORTS	NUMANTIA	Brit. str.	.....	PORTLAND & ASIATIC CO.	10th Oct.
MOJI, YOKOHAMA & KORE	CHINGTU	Brit. str.	.....	BUTTERFIELD & SWIRE	1st Oct.
SHANGHAI	AUSTRALIAN	Brit. str.	A. H. Schaw	GIBB, LIVINGSTON & CO.	15th Oct.
SHANGHAI	AUSTRALIAN	Brit. str.	A. H. Schaw	GIBB, LIVINGSTON & CO.	24th inst., D'light.
SHANGHAI	ESANG	Brit. str.	.....	JARDINE, MATHESON & CO.	28th inst., 4 P.M.
SHANGHAI	MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	About 24th inst.
SHANGHAI	TUNGSHING	Brit. str.	.....	JARDINE, MATHESON & CO.	27th inst., 4 P.M.
POOCHOW, VIA SWATOW & AMOY	TAIWAN	Brit. str.	.....	BUTTERFIELD & SWIRE	26th inst.
TAMSUI, VIA SWATOW & AMOY	WHAMPOA	Brit. str.	Philbridge	BUTTERFIELD & SWIRE	To-day.
SWATOW, CHEFOO & TIENTSIN	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	28th inst., 10 A.M.
SWATOW, AMOY & TAMSUI	FATHOM	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	23rd inst., 10 A.M.
MANILA	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	2nd Oct., 10 A.M.
MANILA	KANSU	Brit. str.	.....	BUTTERFIELD & SWIRE	26th inst.
MANILA	HAMON	Brit. str.	Robson	DOUGLAS LAFRAIK & CO.	24th inst.
MANILA	LONGSANG	Brit. str.	S. S. Weigall	JARDINE, MATHESON & CO.	To-morrow, 4 P.M.
MANILA	SUNGKANG	Brit. str.	J. Robinson	BUTTERFIELD & SWIRE	To-morrow.
MANILA	ROBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	24th inst. 10 A.M.
MANILA	TREMONT	Brit. str.	T. W. Garlick	DODWELL & CO., LD.	About 24th inst.
MANILA	TEAN	Brit. str.	.....	BUTTERFIELD & SWIRE	27th inst.
MANILA	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	1st Oct. 10 A.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TIJMAH	Dut. str.	Zurraane	JAVA-CHINA-JAPAN LINE	About 23rd inst.
SINGAPORE, PENANG & CALCUTTA	G. APCAR	Brit. str.	J. G. Offent	DAVID SASSON & CO.	To-day, 3 P.M.
SINGAPORE & SOERABAYA	HISNANG	Brit. str.	.....	JARDINE, MATHESON & CO.	To-morrow, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	E. J. Tadd	JARDINE, MATHESON & CO.	28th inst., 3 P.M.

## JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR, (taking cargo to all ports in Netherlands India on through Bill of Lading).

THE Steamship

"TIJMAH."  
 Captain Zurraane, will be despatched for the above ports on or about FRIDAY, the 23rd inst.

For information as to Freight and Passage, apply to the  
 Head Agent of the  
 JAVA-CHINA-JAPAN LINE,  
 (Alexandra Buildings, 3rd Floor).  
 Hongkong, 19th September, 1904. [2232]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR RIUME AND TRIESTE (DIRECT).  
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
 THE Company's Steamship

"AUSTRIA."  
 Captain Colledani, will be despatched for the above ports on FRIDAY, the 30th inst., P.M.

For information as to Passage and Freight, apply to  
 SANDER, WIELER & CO.,  
 Agents.  
 Hongkong, 3rd September, 1904. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."  
 Captain A. H. Schaw, will be despatched for the above ports on SATURDAY, the 15th October

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.  
 A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 19th September, 1904. [2238]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IRRO-CORNA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
 DODWELL & CO., LIMITED,  
 General Agents for China and Japan.  
 H. K. 4th August, 1897

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

QUEEN ELIZABETH, British ship, C. E. Fulton—Standard Oil Co.  
 LYNDHURST, British 4-m. barque, Parsell—Standard Oil Co.  
 KENMERE, British Ship, T. E. Burch—Standard Oil Co.  
 POZPARKI, French barque, Jean—Standard Oil Co.  
 EVEL J. RAY, American barque, Kastin—Sander, Wieler & Co.  
 E. B. SUTTON, American barque, Johnson—Order.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
 SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATE.

SCANDIA (ex KONGSBERG) HAVRE and HAMBURG On 3rd Oct. Freight & Passengers.  
 Capt. Behrens (Calling at Singapore, Penang and Colombo)

SUEVIA HAVRE and HAMBURG On 18th Oct. Freight.  
 Capt. von Döhren (Calling at Singapore, Penang and Colombo)

BRISGAVIA HAVRE and HAMBURG On 1st Nov. Freight.  
 Capt. Schulke (Calling at Singapore, Penang and Colombo)

SLAVONIA HAVRE and HAMBURG On 15th Nov. Freight & Passengers.  
 Capt. Madsen (Calling at Singapore, Penang and Colombo)

SEGOVIA HAVRE and HAMBURG On 29th Nov. Freight.  
 Capt. Forek (Calling at Singapore, Penang and Colombo)

For Further Particulars, apply to  
 HAMBURG-AMERIKA LINIE.  
 HONGKONG OFFICE.  
 No. 1, QUEEN'S BUILDINGS.

OSAKA SHOSHEN KAISHA  
 REGULAR STEAM-SHIP SERVICES BETWEEN  
 HONGKONG, SOUTH CHINA COAST PORTS  
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
 SUBJECT TO ALTERATION.

STEAMERS LEAVING

"FRITHJOF" SUNDAY, 25th Sept., at 10 A.M.  
 "TRIUMPH" WEDNESDAY, 28th Sept., at 10 A.M.  
 "M. STRUVE" SUNDAY, 2nd Oct., at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.  
 Hongkong, 19th September, 1904. T. ARIMA, Manager [15]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
 VICTORIA B.C. AND TACOMA  
 VIA  
 MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

TREMONT 9,606 T. W. Garlick Friday, October 7th  
 LYRA 4,417 G. V. Williams Thursday, October 20th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 9,606 tons. T. W. Garlick About 24th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. "ELECTRIC LIGHT, DOCTOR AND STEWARDESSE."

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. "Electric fan in each room. Barber's shop and steam laundry." Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
 For further information apply to  
 DODWELL & CO., LIMITED,  
 GENERAL AGENTS.

QUEEN'S BUILDINGS.  
 Hongkong, 20th September, 1904. [17]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
 STEAMERS. SAILING DATES. 1904.

PRINZ HEINRICH ... WEDNESDAY ... 23rd September

BAVERN ... WEDNESDAY ... 12th October

SACHSEN ... WEDNESDAY ... 26th October

ZIEHN ... WEDNESDAY ... 9th November

PRINZESS ALICE ... WEDNESDAY ... 23rd November

PRINZ REGENT LUITPOLD ... WEDNESDAY ... 7th December

PREUSSEN ... WEDNESDAY ... 21st December

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 4th January 1905

PRINZ HEINRICH ... WEDNESDAY ... 18th January 1905

ON WEDNESDAY, the 28th day of SEPTEMBER, 1904, at Noon, the Steamship "BAYERN," Captain H. Formes, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 26th September. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 27th September, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 27th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
 For further Particulars, apply to  
 MELCHERS & CO., AGENTS.

Hongkong, 16th September, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL ON

"NUMANTIA" 4,370 Wagner October 10th, 1904.

"NICOMEDIA" 4,370 Wagner October 27th, 1904.

"ARABIA" 4,483 Bable November 19th, 1904.

"ARAGONIA" 5,198 Schuldt December 13th, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.  
 Hongkong, 25th August, 1904.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 R.M.S. "ATHENIAN" 3,852 Tons WEDNESDAY, 12th Oct.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 19th Oct.

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 26th Nov.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 16th Nov.

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 14th Dec.

Hongkong to London, 1st Class ...



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"DEUCALION"	On 1st October	
GLASGOW AND LIVERPOOL	"ULYSSES"	On 8th October	
GLASGOW AND LIVERPOOL	"JASON"	On 14th October	
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 22nd October	

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October
GENOA, MARSEILLES and LIVERPOOL	"PINGSUEY"	On 22nd October
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 25th October
LONDON, AMSTERDAM and ANTWERP	"ULYSSES"	On 8th November

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS	"DEUCALION"	On 3rd October
NAGASAKI, KOBE and YOKOHAMA	"YANGTZE"	On 1st November

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[1011]

Hongkong, 19th September, 1904.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"WHAMPOA"	On 22nd September
MANILA and CEBU	"SUNGKIANG"	On 23rd September
SWATOW, CHEFOO and TIENTSIN	"KANBU"	On 26th September
SHANGHAI	"TAIWAN"	On 26th September
MANILA	"TAIWAN"	On 27th September

PORT DARWIN, THURSDAY  
ISLAND, COOKTOWN, CAIRNS,  
TOWNSVILLE, BRISBANE,  
SYDNEY and MELBOURNE

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[12]

Hongkong, 21st September, 1904.

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 23rd Sept, 4 P.M.
SINGAPORE and SOERABAYA	"HINSANG"	Friday, 23rd Sept, 4 P.M.
SHANGHAI	"TUNGSHING"	Tuesday, 27th Sept, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Wednesday, 28th Sept, 3 P.M.
TIENTSIN	"ESANG"	Wednesday, 28th Sept, 4 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.  
For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.  
[1988]

Hongkong, 20th September, 1904.

# SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHIN-WAN-TAO OR CHEFOO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson
S.S. "COURTNEY"	Captain J. W. Martin
S.S. "CRANLEY"	Captain W. E. Steele
S.S. "IKBAL"	Captain M. Robertson
S.S. "ASCOT"	Captain C. E. Cox
S.S. "TWEEDDALE"	Captain T. M. Milne
S.S. "LOTHIAN"	Captain J. C. Williamson
S.S. "INKUM"	Captain E. S. Pearce

For Freight, apply to  
**GIBB, LIVINGSTON & CO.,**  
AGENTS.  
[2030]

Hongkong, 20th September, 1904.

# AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"CLAREBURN" will be despatched for the above  
port on or about TUESDAY, the 16th October.

For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
General Agents.  
Hongkong, 13th September, 1904. [2211]

STEAM TO CANTON.  
REDUCED FARES.

THE Commodious Steel Twin Screw  
Steamer "TAI ON"

Captain J. Lawrence, leaves the Tungkong  
Wharf, Preya West, on MONDAYS,  
WEDNESDAYS and FRIDAYS at 8.00 P.M.  
returning from Canton on TUESDAYS,  
THURSDAYS and SATURDAYS, at 5 P.M.

FARES:  
Saloon \$2.00  
Chinese Saloon \$1.00  
2nd Class 0.60  
Storage 0.20

This well-known steamer has been fitted  
throughout with Electric Light. Unrivalled  
accommodation, excellent cuisine, best brands of  
Wines and Spirits at moderate charges.

YIK ON S. S. CO.,  
309, Des Voeux Road Central,  
Hongkong, 9th July, 1904. [1674]

## VESSELS ON THE BERTH

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK,  
VIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG.  
1904.  
"SAGAMI" ... 30th Sept.  
"HINDUSTAN" ... 30th Oct.  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 8th August, 1904. [877]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI."  
Captains T. Austin, R.N.R.  
DEPARTURES FROM HONGKONG, on week  
days, at 7.30 A.M.; on Excursion  
Sundays, at 8.30 A.M.; from Macao week days  
at about 2 P.M. and Sundays at 7.30 P.M.  
FARE—(week days) 1st Class including cabin  
and servant, \$3. Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.  
On Excursion Sundays 1st, 2nd, and 3rd Class  
Single Ticket \$2. Return Ticket \$3. Return  
Ticket including 14th and Dinner either on  
board or at Macao Hotel \$5. On Sundays \$5  
extra will be charged for each Cabin which has  
accommodation for two or more Passengers.  
Wharf at the Western end of Wing Lok  
Street.  
The Steamer runs an Excursion Trip Every  
Sunday, and takes only 3 1/2 hours to reach Macao.  
MING ON & CO.  
2nd Floor, 16, Victoria Street.  
Hongkong 8th September, 1903.

## FOR CANTON.

THE new and fast Twin-Screw Steamer  
"SAN CHEUNG,"  
951 Tons, Captain J. McGinty, will leave for  
Canton at 9 P.M., on SUNDAYS, TUES-  
DAYS and THURSDAYS and return to  
Hongkong on the following days, leaving Canton  
at 5 P.M. Excellent accommodation, electric  
light, and perfect cuisine. Wharf at Hongkong  
near Harbour Office.  
First-class Fare, \$3 each way. Second-  
class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
CHEUNG ON STEAMBOAT CO., LD.  
No. 147, Connaught Road Central,  
Hongkong, 15th March, 1904. [2]

## NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,  
ADEN, BOMBAY, COLOMBO, PENANG,  
AND SINGAPORE.

THE Company's Steamship

"TRIESTE,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed  
at their risk, into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited, whence delivery may be obtained.  
This Vessel brings Cargo:—  
From Venice ex s.s. Venus, transhipped at  
Trieste.  
From Zanzibar and South Africa ex s.s.  
Koerber, transhipped at Aden.

Optional Cargo will be discharged here unless  
notice to the contrary be given immediately.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the undersigned before  
Noon, on the 25th September, or they will not  
be recognised.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the  
25th September, will be subject to rent.

Bills of Lading will be countersigned by  
**SANDER, WIELER & CO.,**  
Agents.  
Princess Building.  
Hongkong, 19th September, 1904. [3]

## OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

## CONSIGNEES per Company's Steamer

"ACHILLES,"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will be at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 21st instant.

Optional Cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 A.M. on the 26th inst.

No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 26th inst.,  
will be subject to rent.

All Claims against the Steamer must be  
presented to the Undersigned on or before the  
29th inst., or they will not be recognised.

No Fire Insurance has been effected.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 19th September, 1904. [10-11]

## BOARD AND RESIDENCE

"TANG YUEN."  
BOARDING ESTABLISHMENT.

European Supervision, Excellent Cuisine  
and Accommodation.

Apply—**MANAGERESS,**  
Macdonnell Road  
or  
**FAIRALL & CO.,** Queen's Road  
Hongkong, 2nd March, 1903. [71]

## BOARD AND RESIDENCE.

**MRS. GILLANDERS**  
"GLENWOOD,"  
27, CAINE ROAD,  
Hongkong, 19th March, 1904. [2265]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED  
ROOMS, with Board.

Apply to **MRS. MATHER,**  
2, Poddery Hill.  
Hongkong, 1st January, 1902.

## MARTIN'S APIOL & STEEL PILLS

A Safe and Reliable Remedy for all Disorders of the  
Digestive System. These pills are the best in the world,  
and are sold in all the principal cities of the world.  
Solely by **SARIN, CHEONG & CO.,** SOUTHAMPTON, ENGLAND.

## SHIPPING

SHIPPING IN PORT.

STEAMERS.  
ANGHIN, German str., 1,001, F. Schaefer, 14th  
September, —Bangkok 1st Sept., Rice.—  
Butterfield & Swire.  
ATAKA, British str., 2,392, J. Park, 18th Aug.,  
—New York 25th June, Petroleum.—  
Standard Oil Co.  
AUSTRALIAN, British str., 1,784, A. H. Schaw,  
18th Sept., —Sydney 27th August, General.  
—Gibb, Livingston & Co.  
BREID, Norwegian str., 645, J. F. Kuan, 24th  
August, —Saigon 23rd August, Rice and  
Flour.—Chinese.  
DORIC, British steamer, 4,975, H. Smith, 15th  
September, —San Francisco 18th August  
and Shanghai 13th Sept., Mails and General.  
—O. & O. S. N. Co.  
GLENESEK, British str., 2,275, J. Rafferty, 15th  
Sept., —Kobe 10th Sept., Coal.—Mitsui  
Bussan Kaisha.  
JEREMY APCAR, British str., 2,961, J. G.  
Olfert, 12th Sept., —Calcutta via Straits  
25th August, General.—David Sassoon  
& Co., Ltd.  
HARPER BRUNN, British str., 1,337, Thos.  
W. Carr, 19th Sept., —Port Louis and  
Mauritius 22nd August, General.—Jardine.  
HAILAN, French str., 377, L. Andersen, 19th  
Sept., —Fakel and Hothow 18th Sept.,  
Pigs and General.—A. R. Marty.  
HINSANG, British str., 1,536, W. E. Saver,  
20th Sept., —Swatow 19th Sept., General.  
—Jardine, Matheson & Co.  
INDEPENDENT, German str., 1,400, F. Weid-  
lich, 18th Sept., —Mojil 12th Sept., Coal.—  
Order.  
INKUM, British str., 3,100, F. Pearce, 27th  
August, —Sasebo 26th August, Ballast.—  
Gibb, Livingston & Co.  
JOHANN, German str., 952, Ipland, 16th Sept.,  
—Bangkok 9th September, Rice.—Johsen  
& Co.  
KORAT, German str., 1,998, H. Hirbuer, 16th  
August, —Singapore 16th July, and Bang-  
kok 9th August, General.—Norddeutscher  
Lloyd.  
LAISANG, British str., 3,450, E. J. Tadd, 18th  
September, —Calcutta 4th Sept., General.—  
Jardine, Matheson & Co.  
LOONGSANG, British str., 1,992, S. S. Weigall,  
19th Sept., —Manila 16th Sept., General.—  
Jardine, Matheson & Co.  
LYDIA, German str., 2,734, G. Stenbrun, 13th  
September, —Mojil 7th September, Coals.—  
Osaka Shosen Kaisha.  
PENTACOTA, British str., 3,400, C. Willis, 18th  
September, —Singapore 13th Sept., Gene-  
ral.—Order.  
PHEA-NANG, German str., 1,021, A. Schmal-  
fuss, 18th Sept., —Bangkok 11th Sept.,  
Rice.—Butterfield & Swire.  
PITSANULOK, German str., 1,367, C. Fuchs,  
20th Sept., —Bangkok 12th Sept., Rice.—  
Butterfield & Swire.  
RUBI, British str., 1,611, R. W. Almond, 19th  
Sept., —Manila 10th Sept., General.—  
Shewan, Tomes & Co.  
SAMES, German str., 998, F. Rohwaldt, 19th  
September, —Bangkok via Swatow 17th  
September, Rice.—Malchers & Co.  
SHAWMUT, American str., 3,608, Smith, 22nd  
August, —Tacoma 18th July, General.—  
Dodwell & Co.  
SUNGKIANG, British str., 1,086, John Robinson,  
19th Sept., —Iloilo 15th Sept., sugar.—  
Butterfield & Swire.  
TAIWAN, British str., 1,109, H. Harder, 20th  
September, —Shanghai 16th Sept. and  
Swatow 19th, General.—Butterfield & Swire.  
TRIESTE, Austrian str., 3,257, M. Trolldenier, 18th  
Sept., —Singapore 13th Sept., General.—  
Austrian Lloyd & Co.  
TAINTAU, German str., 1,002, O. Koeh, 16th  
September, —Kobe 10th Sept., General.—  
September, Rice, Teakwood and General.  
—Butterfield & Swire.  
TUNGAUS, Norwegian steamer, 1,753, C. L.  
Holvorsen, 14th Sept., —Mojil 8th Sept.,  
—Coal.—Malchers & Co.

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—O. & O. S. N. Co.  
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HARPER BRUNN, British str., 1,337, Thos.  
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Order.  
INKUM, British str., 3,100, F. Pearce, 27th  
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PHEA-NANG, German str., 1,021, A. Schmal-  
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PITSANULOK, German str., 1,367, C. Fuchs,  
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Sept., —Manila 10th Sept., General.—  
Shewan, Tomes & Co.  
SAMES, German str., 998, F. Rohwaldt, 19th  
September, —Bangkok via Swatow 17th  
September, Rice.—Malchers & Co.  
SHAWMUT, American str., 3,608, Smith, 22nd  
August, —Tacoma 18th July, General.—  
Dodwell & Co.  
SUNGKIANG, British str., 1,086, John Robinson,  
19th Sept., —Iloilo 15th Sept., sugar.—  
Butterfield & Swire.  
TAIWAN, British str., 1,109, H. Harder, 20th  
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Austrian Lloyd & Co.  
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September, Rice, Teakwood and General.  
—Butterfield & Swire.  
TUNGAUS, Norwegian steamer, 1,753, C. L.  
Holvorsen, 14th Sept., —Mojil 8th Sept.,  
—Coal.—Malchers & Co.

WHAMPOA, British str., 1,109, A. Partridge,  
20th Sept., —Canton 18th Sept., General.  
—Butterfield & Swire.

SAILING SHIPS.  
BOURBAK, French ship, 1,710, F. Jean, 6th  
Sept., —New York 10th May, Petroleum.—  
Standard Oil Co.  
E. B. SUTTON, American barque, 1,248, John-  
son, 19th July, —Chafco 25th June, Ballast.  
—Order.  
EVIE J. RAY, American barque, 913, Kinsin, 6th  
August, —Manila 20th June, Timber.—  
Sander, Wialer & Co.  
KENTMERE, British barque, 2,334, Burch, 14th  
June, —New York 29th January, Kerosene.  
—Standard Oil Co.  
QUEEN ELIZABETH, British ship, 1,730, C. E.  
Fulton, 22nd August, —New York 19th  
April, Kerosene Oil.—Standard Oil Co.  
TRONGATE, British barque, 919, A. Hutton,  
25th May, —Fremantle 23rd March, Sandal-  
wood.—Gillman & Co.

BRITISH WARSHIPS.  
CHERRIE, water tank and tug.  
ESPICOLE, British gunboat, 1,070, Ernest G.  
Barton.  
HANDY, torpedo boat destroyer, Lieut. E. H.  
Jelliffe.  
OTTIE, torpedo boat destroyer, Lieut. E. H.  
Jelliffe.  
ROSARIO, sloop, Captain Vivian.  
SIRIUS, cruiser, C. H. H. Moore.  
TAMAR, torpedo boat destroyer.  
TAMAR, receiving ship, Commodore C. G.  
Dickson.

FOREIGN WARSHIPS.  
GENERAL ALAVA, American transport, Captain  
Whitton.  
LITIS, German gunboat, 900, Comdr. v. M.  
Hullessem.  
SAN FRANCISCO, U.S. cruiser, 1,400, Capt. Very.  
TANTANIA, German cruiser, Capt. Sebaste.

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
—HEMSEN & CO.  
Hongkong, 3rd October, 1900.

FOR NERVOUS  
EXHAUSTION

CHAPOTEAUT'S  
Phospho  
Glycerate  
of Lime

For Nervous Troubles  
in Adults and Children

Increases vital energy and nerve force.  
Full instructions with each bottle

CHAPOTEAUT-PARIS, FRANCE  
1265-4

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